

CENTRAL INTELLIGENCE AGENCY

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This is UNEVALUATED Information

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1. ~~On September 15, 1955, the GDR requested the East German Government to start~~ regular air traffic on 15 September 1955 with 6 Soviet aircraft employed in the beginning and an additional 6 Soviet planes to be delivered by 1 April 1956. A Soviet aircraft captain was to be assigned to each aircraft crew at first.¹
2. Difficulties allegedly arose for the GDR from previous agreements on civil air traffic with the USSR and satellite countries. Poland, for example, insisted on retaining her previous advantages and was only willing to relinquish her claims against counterclaims, such as shares of the Polish Lot Company to be invested in the East German Lufthansa. The Poles also protested against the employment of German aviation specialists who had served with the former Luftwaffe or had been employed in the administration of the former Lufthansa. This was the reason why a non-specialist, Arthur Pieck, son of the president of the GDR, became director of the East German Lufthansa. Pieck had allegedly served with the Air Force of the Red Army. His technical advisor became Egbert von Frankenberg.² 3
3. It was allegedly intended to confer with the West German Lufthansa and other Western aviation firms concerning air traffic in the air corridor and approach flights at Schoenefeld airfield. The GDR will request the permission to establish a flight line to West European countries.

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1. Comment. No information has so far been received on a regular flight schedule of the East German Lufthansa, nor have observations been made indicating the beginning of air traffic with 6 aircraft. According to available information, the delegation of the GDR left for Moscow in mid-September on an aircraft of the East German Lufthansa. 25X1
2. Comment. Difficulties with Poland were mentioned previously. 25X1
3. Comment. Bomber wing commander Erbert von Frankenberg was captured by the Soviets in 1943.

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